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•		INFORMATION REPOR	
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SUBJ	IECT Type-27 Ai	ircraft Stationed at Werneuchen Airf	field NO. OF PAGES 4
PLAC ACQU	E JIRED	25X1	NO. OF ENCLS 4 (4 pages)
DATE INFO.		23/1	SUPPLEMENT TO REPORT NO
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	1. Between 1 &	ay and 9 August, the adjustment of	25X1
	was observe First the n adjustment which was e	ed from a distance of 10 to 25 meter nose guns were adjusted and then the of the tail guns. The shots were fi erected at a distance of 25 meters, of each gun.	rs at Werneuchen airfield. (1) s aircraft was turned for the ired at a circular target
	to all side	gun was installed under the plexigles within a radius of 180 degrees. I jacket and extended about 60 cm for	The barrel was fitted with a
25X1	The part of grip. For t gunner fire estimated t and the bor German 7.9 regular from centimeters	the gun inside the nose was about the adjustment a belt with about 15 of while in the prone position. From that about 15 shots were fired per goe indicated that an ammunition of a mainfantry ammunition was used. The nose in diameter, The rear sight was long the adjustment of the property of the sight was long to sight was	30 cm long and had a pistol cartridges was inserted. The a the burst heard it was gun. The type of amaunition a smaller caliber than the see flexible machine gun had ring, about two or three posted on the section of

was scored and the result shouted to the mechanics who, thereupon, worked on the guns. This was repeated several times with one gun and then with

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25X1

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Leen carried a box, about 50 cm long, 30 cm high and about 15 to 20 cm wide, to the airoraft. These boxes contained assumition on disintegrating belts. Some of the corridges had yellow, and some had blue heads. Other colours were not remembered. A sheet metal cover was removed from a part at of the cover which protected the gun. A man mounted the pilots cabin and reached with his hands through the opening taking the assumition belts on board and stored them in a box.  Like length of the belts, but believed that they were not longer than three meters and entimated that there were six or seven layers stored in the box. The loading process lasted about ten minutes. Social attention was paid to the wings, but no guns were observed there.  4. The tail turnet was fitted with a twin barrel gun which projected 50 to 90 cm from the turnet and was protected by a perforated jacket. At the end of this jacket the two barrels were connected by a detal piece. who had previously assumed that the tail guns could be moved only slowly, realized now that they were traversed easily. The loading of the tail guns was seen only at the right side of the plane. It was done to the same manner as the loading of the none guns. Juring the firing, the tail guner looked at a black box which was attached to the lower part of the rear windows. A gun sight at eyeleved was not seen, when the guns were in landing position, i.e. they pointed upward, the two slots of the tail turnet were closed by wenetian blinds. (4)  5. Unring the maintenance service on type-27 planes, observed that bembs were taken aboard. The bombs were pulled in vertical position, probably by a holst, into the strongth. They were about 1 to 12 meters (sigh) long and 25 to 30 cm in diameter.  25X1  25X1  25X2  3. The black rectangular field which had been previously observed  3. The black rectangular field which had been previously observed  3. The black rectangular field which had been previously observed.  3. The black rectangular field which had been previously observed.  3.	32.1.1		down. An instrument similar to a German gun sight on the cabin roof was
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25)  5. During the maintenance service on type-27 planes, observed that bombs were taken aboard. The bombs were pulled in vertical position, probably by a hoist, into the adverant. They were about 1 to 12 meters (sic) long and 25 to 30 cm in diameter.  25X1  25X2  25X2  25X2  25X2  25X2  25X2  25X2  25X3  25X3  25X4  25X5  25X4  25X5  25X6  25X6  25X6  25X7  25X7  25X7  25X7  25X8			notice at a clack box which was attached to the lower part of the rear
5. Unring the maintenance service on type-27 planes, observed that bombs were taken aboard. The bombs were pulled in vertical position, probably by a hoist, into the aircraft. They were about 1 to 12 meters (sic) long and 25 to 30 cm in diameter.  25X1			out tion to they pointed was not seen. When the guns were in landing
observed that bombs were taken aboard. The bombs were pulled in vertical position, probably by a hoist, into the aircraft. They were about 1 to 12 meters (sic) long and 25 to 30 cm in diameter.  25X1  attack that the tail of the bomb was similar to that of the FAB-100; otherwise it was slimmer and more like the FAB-50.  did not observe vanes on the tail fuses. The weight of the bombs was estimated at 100 kg. Since the bombs were very rusty, they were probably taken from old stocks to be used for bombing practices. Color markings were not seen on the bombs.  6. The black rectangular field which had been previously observed and was believed to be a mechanical device, was now identified as a flap about 30 x 15 cm wide which opened in the rear during the landing. The hinges pointed in flight direction. There were horizontal metal plates attached to the upper and lower end of the flap, so that the gap became visible only from behind. On parked aircraft the flap was closed.			closed by venetian blinds (4)
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visible only from behind. On parked aircraft the flap was closed.			hinger pointed in fit the dance opened in the rear during the landing. The
25X1 Visible only from behind. On parked alreraft the flap was closed.	**		stached to the unper and leave and the unper and leave and the unper and leave and lea
			wistble only from bobins. Or arrived of the flap, so that the gap became
(6)	25X1	Γ	vibioto only from bening. On parked alreraft the flap was closed.
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	one of the second of the secon	
7.	Some type-27 planes had box-shaped devices under the fuselages. By 4 July 1952, 16 aircraft were provided with such a device. By 5 August, one aircraft was seen flying with the device. The type-27 aircraft	
	fitted with it were parked in one line in hangars 1 and 3. The purpose	
	of these devices was not determined. that a device to	25X1
	release tow targets was concerned, since observed the release once	25X1
	on a type-30 plane which was not equipped with such a device. (7)	
	and the state of t	
) ) <sub>ខ</sub>	The searchlights, about 10 to 15 cm in dismeter installed in the errine nacelles, were extended when in operation. There were no other lights seen on type-27 aircraft except for the position lights.	
9.	The towing of aircraft at the field was observed every day. The towing	
3.	vehicle approached the nose wheel of the aircraft with a to-bar, A rire	
	cable which connected the nose wheel with the main landing year was	
	quickly hooked in. In several cases the two wheels of the main landing gear	
	were interconnected by a wire cable.	
10"		25X1
	a cap had been removed from the front part of the power unit displaying	
	devices, rods, pipes, etc. that no outboard starter unit	
	was used on type-27 aircraft. An entablished starting procedure could	
	not be determined. Sometimes the right engine was started first and	
	sometimes the left engine. Outboard devices included the	25X1
	aforementioned low cart with two batteries, a large black box on three	
	wheels with tools etc for the maintenance service and a cart with two cylinders which were smaller than German cylinders for compressed air.	
	They had yellow caps on top and were both connected to one pressuredauge	
	which had a rubber hose that was occasionally connected to some part of	
	the aircraft during the maintenance work. know whether	25X1
	these cylinders contained oxygen or compressed air. But they	25X1
	were not required for the starting engines.	23/1
	The state of the s	
11,	It was not possible to determine how many persons stood by one aircraft during the maintenance service. There were sometimes more than 10 aircraft parked in one line and the personnel were moving back and forth to borrow tools from one another. Laintenance work was done every Monday and,	
	on individual planes, also during the week. The crew, composed of the pilot	
	who ranked from lieutenant to major, a second officer who was a second or	
	first lieutenant and was probably the navigator and the two cunners who	
	were sergeants was always present for the maintenance service in order to	
	supervise the mechanics. The crew was never composed of four officers.	
	However there was a third officer in addition to the other four crew	
	members. The front cowlings were removed and the engines were serviced	
	by seven Ew and one officer. The same personnel then worked on the landing	
	gear checking the tire pressure and the shock absorber leps. Two men	
	discusntled the tail turret and cleaned the guns. The striping, cleaning	
	and reassembling of the tail gun turret required two to two and a half	
	hours. These two meanics also worked on the nose guns. The maintenance	

25X1

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service lasted from about 7:30 a.m. to 1:30 p.m.

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25X1

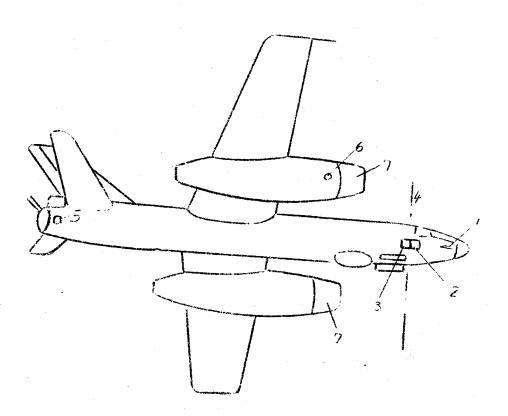
		SECR. T/COUTROL/US OFFICIALS ONLY
		- 4 -
25X1	12,	never observed the refueling of the aircraft which generally was done at night.
25X1	(1)	Comments.  See Annex 1 for sketch of details seen on a type-27 jet bomber.  25X
	(2)	See Annex 2, Sketch 1 for details of the nose of a type-27 plane with
25X1	(3)	stated that the nose guns extended about 50 to 60 centimeters beyond the nose.
	(6)	See Annex 2, Sketch 2, for sketch of details on the tail gun turret. See Annex 2, Sketch 3, for sketch of details of the cockpit. See Annex 3 for sketch of flap on tail assembly.
25X1	(8)	See Annex 4 for sketches of box-shaped devices seen on type-27 aircraft.  Comment: This should probably read 1.2 meters or 2 meters.

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SECURITY IMPORATION

unex 1

### Type-27 Jet pomber



## Legend.

- 1 Hecess for barrel of nose run
- 2 setal sheet which was removed for the adjustment of the suns
- 3 wetal sheet which was removed for the loading of the guns
- 4 line indicating the location of items 1 to 3
- 5 'et 1 sheet which was removed for the loading of the tall gun
- 6 Searchlicht
- 7 -mains couling which was removed for the mainte sace work

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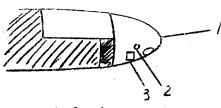
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Hose Section of Type-27 Aircraft

## Sketch No 1

## Legend.

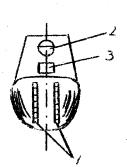
- 1 Hose
- 2 Flexible machine gun with pistol grip
- 3 Box-shaped device with levers and control grips



## Tail Gun Turret of Type-27 Aircraft

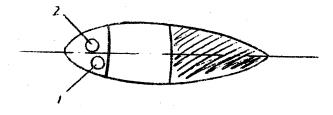
## Legend.

- 1 Slots for gun barrels to be closed by venetian blinds
- 2 Fead of tail gumner
- 3 Instrument for the tail gunner to look at during the shooting



# Skelch No 3

Filot's Cabin of Type-27 Aircraft



## legend.

- 1 head of pilot
- 2 Read of second officer. (Pecane visible only when the aircraft was started or while it taxied.)

not 10 scale

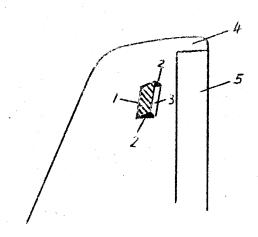
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25X1

Amex 3

mectangular Flap Observed on Type-27 mircraft



## Legend.

25X1

- 1 Black painted flap
- 2 horizontal metal sheets at the ends of the flap
- 3 Cap with extended flap, about 30 cm long and 10 cm wide
- 4 Fin

not to scale

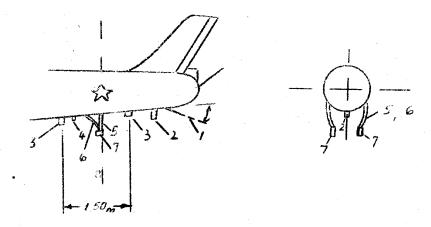
5 Rudder

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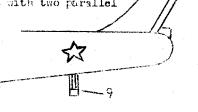
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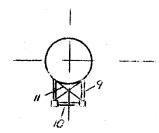
## Devices Seen on Type-27 Aircraft



## Legend.

- intrance hatch for tail gunner
- Dark tube, 12 cm long and 3 cm in diameter who small pegs, about 5 cm long and 3 to 3.5 cm in diameter
- 4 leg, similar to item 3; it was not determined whether it really existed.
- 5 Tube, about 2.5 on in dismeter, with a screw at its end which extends into the aircraft and is fastened by a screw nut.
- 6 Curved tune. A wire which is fastened by a screw to the tube leads into the aircraft.
- 7 Box-shaped device, about 6 cm long and 3 cm wide and 5 to 6 cm high. The entire device externs about 35 cm below the fuselnge.
- 8 line indicating the location
- 9 Similar device seen on another mircraft. +his unit was fitted with two parallel tubes.
- 10 Connection between the two boxes
- 11 Procing





not to scale

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